

# Pacific Mail Agency in Honolulu Publishes Notice of Withdrawal

## SEAMAN'S ACT HITS THIS PORT SEVERE BLOW IF ENFORCED

Steamer Manchuria Will Be Last Vessel Here Under American Registry

## PASSENGER TRAFFIC WILL BE PARALYZED

Widespread comment and speculation has followed the Pacific Mail Steamship company's announcement, which appeared in The Advertiser yesterday, when the new Seaman's Act goes into effect November 4.

The statement of R. P. Schwerin, vice-president and general manager of the Pacific Mail, made at San Francisco Tuesday, was corroborated yesterday by H. Hackfeld & Co., the Honolulu agents, in a formal statement which appears in another column.

The question now is whether Honolulu is to have the benefit after November 1 of the five vessels the company will cease operating in American waters after that date.

Will the Pacific Mail enter its ships—the Mongolia, Siberia, Manchuria, Korea and China—under British registry, as it already has done with the Nio and Persia? Or will the boats be leased or sold to a foreign corporation, one of the three big Japanese steamship companies or the Chinese syndicate reported to be interested in the situation?

Manchuria Last Vessel  
But none of these rumored tales, if consummated, will relieve traffic congestion between the islands and the coast, a problem that already is serious to the people of Hawaii.

"What is the Pacific Mail to do with its five boats after the Seaman's Act goes into effect?" was the query put to F. W. Kleban, H. Hackfeld's representative directly in charge of the steamship company's office here.

"I have received no advice other than that given in the official notice sent out by me today," was his reply. "I have been given no intimation concerning the Pacific Mail's plans after November 2. All I can say is that the Manchuria will be our last vessel calling at Honolulu before the new federal law becomes effective."

In the last year ships of the line have carried 2500 passengers between Honolulu and the mainland. This service will be even more urgently necessary in the winter months to do justice to the tide of tourist business seeking to come this way.

Repeal or Suspend Law  
The only thing that will save the service, say business men, is the repeal of the La Follette law or at least suspension of its operation until congress has time to give the entire subject of American shipping calm and mature judgment.

That something of this kind is in the minds of the Pacific Mail officials would seem to be indicated by the fact that at least one of its ships, the Mongolia, will continue on the Oriental run until late next December. It has been hinted that the company hopes, ere the vessel is ready to leave San Francisco, the first of the year, the question of the new law's enforcement will have been disposed of to the satisfaction of the transportation concerns, shippers and Hawaii.

The Mongolia is scheduled to sail from San Francisco November 2 for Oriental ports. The La Follette Seaman's Act becomes effective November 4. As the steamship company has been unable to comply with the new act's provisions the Mongolia dare not call at Honolulu.

Mongolia Proceeds Direct  
If it does it will not be permitted to leave the harbor until the law's requirements have been met. Consequently the Mongolia on that trip will proceed direct to its Japanese and Chinese ports of call and then travel directly back to San Francisco. It will take something like sixty days to make the round trip, bringing the vessel into the Golden Gate late in December.

Under the La Follette act Honolulu and this Territory will be struck the hardest blow of any port or region in the United States' control. Ships of foreign registry have been barred for several years from engaging in freight or passenger traffic between the islands and the States, by the coastwise shipping law. The new statute now puts further and much greater limitation on the Transpacific traffic.

Shipping Facilities Paralyzed  
With the Pacific Mail going out of business on the run Hawaii will have the use of only six or seven steamers going to San Francisco. These are the four Matson ships, the Matsonia, Manoa, Lurline and Wilhelmina, and the three vessels of the Oceanic Steamship line, the Sierra, Sonoma and Ventura, the best two named supplying a bi-weekly service from the Coast, going on to Australia. The Sierra, which operates only on the Honolulu-San Francisco route, is in drydock at present but is expected to resume her route by November 1.

With these seven steamers Honolulu should get a San Francisco mail every Tuesday and on every alternate Monday, making a total of six arrivals, a month from San Francisco privileged to carry passengers. Two other arrivals, each month from the mainland, by way of Vancouver, B.C., will be received in

## NOTICE OF WITHDRAWAL OF THE PACIFIC MAIL SHIPS FROM AMERICAN MARINE

MESSRS. H. HACKFELD & CO., agents for the Pacific Mail Steamship Company in Honolulu, yesterday issued the following notice of contemplated withdrawal of that line's ships from the Transpacific trade under American registry:

The vice president and general manager of the Pacific Mail Steamship Company, San Francisco, has instructed this agency by cable to announce to the public that owing to the burdensome provisions of the Seaman's Bill passed during the last session of congress at Washington, the company has fully decided to carry out the sailings of its steamers in accordance with a schedule prepared some time ago.

This schedule provides that the last steamer of the Pacific Mail Steamship Company flying the American flag bound from San Francisco for the Orient will call at the port of Honolulu October 22, next, the S. S. Manchuria, and the last steamer of the company under the American flag from the Orient bound for San Francisco will call at this port on or about September 28, also the S. S. Manchuria.

After that the only steamers of the company making Honolulu a port of call will be those under the British flag, the S. S. Persia and the S. S. Nile, the latter being temporarily withdrawn.

Any bookings for passages or freights made at Honolulu for sailings after the dates mentioned above must be considered as cancelled, but as far as outward business is concerned will be gladly transferred to the S. S. Persia, if agreeable to interested parties.

H. HACKFELD & COMPANY, LTD.

The Canadian Australasian service, supplied by the steamers Makura and Niagara.

There also is one army transport arriving per month, but that can carry only army, navy or government officials or employees.

Mail is Less Affected

The situation with regard to mails will not be quite so acute because two T. K. K. steamers arrive each month going to and from the mainland and may carry mail. But because they are foreign registered ships they are prohibited by the coastwise shipping law from carrying any except through passengers between this point and the coast.

There is strong agitation already looking to the repeal of the Seaman's Act. One of the important provisions of the statute requires at least 75 per cent of the members of every ship's crew to be able to understand the orders of the ship's officers.

Unless the rule can be complied with the ship will not be granted clearance from an American port. The provision affecting ships under American registry takes effect November 2, but its effect on vessels of foreign registry will not become applicable until March 1916.

This hits the Pacific Mail hard and early, while it doubtless will have no effect whatever on the Toyo Kisen Kaisha line.

Pacific Mail Cannot Employ The Pacific Mail employs Chinese coolie crews with American officers; the T. K. K. uses Japanese officers and crews. The intent of the law of course was to require the use of American seamen on American vessels.

The Pacific Mail says it cannot compete with the other lines which use the cheap Oriental labor, if it is not permitted also to use cheap labor.

That the La Follette measure is meeting strong condemnation in the states is indicated by a lengthy editorial appearing in the Christian Science Monitor, the Big Boston daily, July 20. It says it is possible the federal authorities at Washington, recognizing the seriousness of the situation and realizing the necessity for early action by congress, "may use their influence favorably in an effort to postpone the intended hauling down of the Stars and Stripes on the Pacific next November."

It comments on the report that the Japanese and Chinese companies are in the market to buy the Pacific Mail fleet and that the latter evidently is in the market to sell.

The threatened elimination of competition in the Pacific is deplored. Should the Chinese buy the line however, much satisfaction would be expressed in the United States. The article does not take cognizance of the fact that Hawaii, an important American territory would be between the upper and lower millstone, doomed to suffer if either Chinese or Japanese syndicates take over the fleet and place the ships under foreign registration.

"The whole matter rests on the coast of operation," says the Monitor. "Under the La Follette law, seamen must be paid much higher wages than Japanese companies pay at present or a Chinese company would need to pay. Under the La Follette law, also, the general standard of ship operation is raised to a level that means, as the American companies claim, not only the wiping out of their profits, but actual and heavy losses in operation should they undertake to comply with its provisions. The American companies contend that they should not be expected to bear the burden of maintaining very much higher standards than their competitors, and that if the United States government desires to have these standards introduced and maintained it should grant subsidies or subsidies to the companies affected."

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DAICIA CAPTURE CONFIRMED (Associated Press by Federal Wireless.) PARIS, August 4.—A prize court has confirmed the capture of the steamer Daicia, which was seized by French cruisers while bound for Rotterdam from the United States.

## DECIDED ADVANCE IS MADE IN WEST

British Begin What Is Expected To Be An Important Advance

(Associated Press by Federal Wireless.) LONDON, August 4.—What is reported to be a decided British advance took place yesterday north and east of Ypres, the British beginning what is expected to be an important offensive. The fighting is taking place on the three sides of the British salient before Ypres and a series of trenches have been stormed and taken.

## FORWARD THRUST DUE THIS MONTH

LONDON, July 10.—The great British advance will begin about the first of August and England will then make her great throw in the war. It was the confident declaration today of one of Kitchener's newest army, a man equipped with information, although he is only a private. A year ago he was a newspaper correspondent, as well known in New York as in London, although now he is merely a man in the ranks of the Royal Fusiliers. "We are off to the front next Wednesday (July 14)," he went on, "and we are almost the first of the new force. Kitchener's great army of 200,000 men is at last on the way. Within a couple of weeks after that there will be another 750,000 British troops in France."

A glance of the speaker would convince one that he was the very type of man needed for an officer, but he thought differently.

Eager To Reach Front  
"I, and many like me," he said, "want to get to the front and in the midst of the fighting as soon as we can. We don't want to wear the stars of an officer and train recruits in some hole fifty miles outside the world. We go for France."

"This is the great move," he continued. "We are in London now for two or three days' farewell leave. Then away we go, and if the Germans are about to try to make the great smash for Calais, we shall be there in time."

This Kitchener soldier was telling the real truth. For two weeks past, although no word has been allowed by the censor to be sent abroad, mighty preparations have been going on throughout England to get the main body of Kitchener's army out of England by July 20. These plans have been in readiness for the past three months and the departure of the Gordon Highlanders for Flanders on July 4 was the match laid to the train.

These troops now departing include all those who enlisted between the outbreak of the war and last January. The remainder stay behind as reserves. No man is going out who has had less than six months of training. The remaining million will serve to fill up the reserves. The larger the army, the greater the number of reserves necessary. "Kitchener's motto," said the speaker, "is: 'The more the better.'"

For the moment, Aldershot, Salisbury Plain and all the great training centers are deserted. They will be reserved for the new recruits—compulsory or otherwise—expected as soon as the National Register, a half-trust in conscription, is completed. Meanwhile those left in Kitchener's army are training harder than ever.

Nothing has awakened Britain to the needs imposed by this war more than the present sudden and great movement of troops. The men are not like those of the old regular army, which was drawn mainly from the poorest classes of the community, and whose departure meant little to the life of the nation at large. The present forces are composed of men of every class, although the middle classes predominate, and when they go they will take the hearts of half of England with them.

On all sides, physically and mentally, they are well equipped to form the best great body troops that has ever left the shores of Britain. Even carping staff officers from the War Office cannot find one word to say against them.

"This is England's last great throw in the war," repeated the private in the Royal Fusiliers.

## HORRIBLE SLAUGHTER IS CHARGED TO TURKS

(Associated Press by Federal Wireless.) PARIS, August 3.—The Armenian relief committee has been informed that the Turks have massacred all the male population of Bitlis.

A horrible story of slaughter is told. Turks drove together 9000 women and children on the banks of the Tigris river, shot down the males and threw their bodies into the river. Fear exists that 40,000 Armenians have already been massacred as a result of the persecution of the Turks. Massacres have taken place at Moucke and Kardestan.

## REPUBLIC OF HAYTI RACKED BY FAMINE

(Associated Press by Federal Wireless.) WASHINGTON, August 3.—Hayti is racked not only by revolution but also by famine and in addition is threatened by disease. Malaria is the only force throughout the little Republic. Many cities are reported on the verge of starvation. Food and relief measures to keep the cities clean and carry out sanitary work are necessary.

## EASTERN STATES SWEEP BY STORM

Twenty-five Persons Drowned And Millions of Dollars of Damage Done

(Associated Press by Federal Wireless.) BUFFALO, New York, August 4.—Twenty-five persons are known to have been drowned and millions of dollars of damage has been done by a terrific wind and rain storm, amounting at Erie, Pennsylvania, to a cloudburst, which swept across northwestern Pennsylvania, northern New York and Lakes Erie and Ontario into Canada late yesterday.

The focus of the storm was at Erie, ninety miles from here. Thus far, all the deaths have been reported from that city and the immediate vicinity. Cloudburst Causes Flood  
A cloudburst first filled the streams to overflowing and flooded the business district of the town five feet deep. Then all the overburdened dams supplying the city water system and power plants burst, and a wall of water rushed down on the town, which is now flooded to the second stories of many houses.

The city is in absolute darkness, and it is known that one house, containing two women and four children, has floated off down the foaming current of Mill Creek, ordinarily a placid rivulet. Several firemen—just how many is not known in the general confusion—were drowned in attempting to rescue them. The furious flood overturned their skiff and swept them away.

Near Toronto, on Lake Ontario, the British steamer Alexandria was driven ashore on the Canadian side. The captain and crew leaped into the breakers and were dragged up the beach by life savers with lines.

Fuller reports today from lake shipping are expected to show that much additional damage has been done and perhaps more lives lost. Lake Erie, which is the shallowest of the Great Lakes, has the reputation, for that reason, of being the roughest and most dangerous in a sudden storm.

## CITY OF CHIHUAHUA TORN BY DISORDERS

All Six South and Central American Republics Will Join Conference

(Associated Press by Federal Wireless.) WASHINGTON, August 4.—Rioting in Chihuahua, held by Villa, and street fighting in Mexico City between the soldiers of Gonzales, Carranza's general, and bands of Zapatistas are reported in despatches to the state department.

All six of the South and Central American republics invited by the United States to join in a conference for devising means to pacify Mexico have accepted and will meet Secretary Lansing tomorrow. It is probable that the first step they take will be a rigid embargo on the export of arms into the revolution-torn republic.

One American cavalryman was killed, another fatally wounded, two customs guards wounded yesterday, north of Brownsville, Texas, in a clash with Mexican bandits. Fifteen of the bandits were killed and twenty-two wounded. Among the captives was Captain Aguilar, formerly an officer under General Huerta.

## SKILLED MACHINISTS WANTED IN ENGLAND

(Associated Press by Federal Wireless.) CHICAGO, August 4.—Advertisements appear in the morning papers here today offering work to skilled machinists on government contracts in England. It is assumed without question that their services are desired in ammunition factories, though the advertisements do not so specify. Free transportation both ways and a six months' wage contract are guaranteed.

## BRITISH PUSH BACK TURKS

(Associated Press by Federal Wireless.) LONDON, August 4.—British troops, by a brilliant charge, stormed a commanding position yesterday on the backbone of a mountain range from which they dominate the main Turkish fortifications of the Peninsula of Gallipoli.

## CHAMBERLAIN'S COUGH REMEDY

This remedy has no superior as a cure for colds, croup and whooping cough.

It has been a favorite with the mothers of young children for almost forty years.

Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It not only cures colds and grip, but prevents their resulting in pneumonia. Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all dealers, Benson, Smith & Co., Ltd., agents for Hawaii.

# BRITISH NOTES SAY ORDERS IN COUNCIL WILL BE CONTINUED

London Holds Seizure and Detention of Cargoes of Neutrals Believed To Be Destined For Germany No Violation of International Law and Conforms To American Precedent

(Associated Press by Federal Wireless.)

WASHINGTON, August 4.—The context of the two British notes received in reply to the protests of the American government over the enforcement of the British orders in council declaring a blockade against all trade with Germany, both imports and exports, and further asserting the British right to seize and detain cargoes consigned to neutral ports if there be grounds for belief that the ultimate destination is Germany, were made public yesterday.

Both notes reject the American contention that the orders in council are illegal in international law, while the course being followed by the British is held to be in conformance with both the spirit and the letter of international law.

## Conditions Require New Application

The reply dealing particularly with the blockading of neutral ports which serve as supply bases for Germany states that the American protest cannot be sustained either in international law nor in the principle of international equity. This note holds that the changed condition of warfare requires that a new application of international law be allowed.

The carrying on of a submarine warfare against unarmed merchant ships, sinking ships without first warning them and giving their crews an opportunity to escape, as required by all recognized rules of civilized warfare; the use of airships for the bombardment of undefended towns and the killing of non-combatants, including women and children, and the atrocities practised by the German military authorities in their policy of frightfulness in Belgium, are all advanced in justification of the extreme measures brought into use by Great Britain to prevent supplies of any kind from reaching the enemy.

## Britain Will Continue Blockade

The note contends that the principle of a blockade, recognized for many years, entitles a belligerent to cut off the sea borne trade of an enemy.

The British reply also states that it is the intention of Great Britain to continue to maintain her blockade of Germany, both the direct blockade of German ports and the indirect blockade by preventing supplies reaching Germany through neutral ports, but the note states, every effort will be made to avoid embarrassing neutrals in the carrying on of their legitimate trade with neutral nations.

The claim advanced in the American note of protest that the United States is being deprived of German and Austro-Hungarian trade and that the United States is suffering great losses thereby is noted in the British rejoinder, which states that it recognizes this loss to the United States but believes that it is being more than compensated for by the added trade being done by the United States with other countries, due to the activities caused by the war.

## Precedent Sustains British Policy

In the note addressed by Sir Edward Grey, the British secretary of state for foreign affairs, to Ambassador Page, the British secretary states that he hopes that the ambassador will be able to convince Washington that the British measures taken are an adaptation of the old and recognized principles of blockade, brought up to date to fit the new conditions that have arisen.

Sir Edward refers in his note to the Belgian atrocities, to the proof that the Germans in their attempt to defend German West Africa poisoned all the wells and waterholes in their retreat, and to the inhumanity shown in the submerging of the Lusitania and to the killing of eleven hundred non-combatants, men, women and children, drawing attention to these to show how necessary it is that the British use all justifiable methods in carrying on their defense.

## Civil War Blockade Is Cited

Great Britain, says the secretary's note to the ambassador, can not accept the American contention that the commerce of a belligerent should be allowed to pass unchallenged and unrestricted through adjacent ports, and the secretary refers to the blockade of the South during the Civil War, when three thousand miles of coast line were declared blockade at a time when the North could only place a comparatively few ships along the blockaded coast and when, if the blockade to be effective had required a continuous and constant patrol of all the blockaded coast, the legality of the blockading order could have been called into question, something the British government did not do.

Sir Edward reminds the ambassador of the blockade of neighboring neutral territory which afforded convenient centers for shipment to the Confederacy, and recalls the incident of the seizure of the British ship Springbok by an American cruiser, at which time the American state department justified the readjustment of the doctrine of continuous voyage by the plea that the changed circumstances of warfare demanded an adaptation of the old principle to the new circumstances.

## Britain Faces Same Difficulties

The British secretary states that he holds that Great Britain today faces the same difficulties that the United States faced fifty years ago as a result of the numerous routes through neutral countries by which supplies may reach Germany. Sir Edward holds that the principles under which the British are enforcing their blockade of neutral ports are of general acceptance to all other neutrals, their justification being recognized.

In the case of the Springbok, says the note, it will be remembered that she was seized by the Americans while en route to the British West Indies, the justification for her seizure being the American belief that her cargo was intended ultimately to reach the South. The matter was carried to the Supreme Court of the United States by the owners of the vessel and the cargo and the Supreme Court upheld the legality of the seizure. At that time, the ambassador is reminded, the British government entered no protest at Washington against the seizure of the British vessel, recognizing the American right to adapt old principles to new circumstances, the same right that the British now claim.

Belligerent Must Protect Himself

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